Alaska Traffic Records Coordinating Committee

Federal Fiscal Year 2010
Traffic Records Strategic Plan

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I. Vision and Mission

The Alaska Traffic Records Coordinating Committee

Vision: To prevent deaths and injuries on Alaska's highways.

Mission: Capture, integrate, and exchange consistent, complete, accurate, and accessible traffic data between federal, state, and local agencies and organizations.

Goal: Improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of safety data.

Objectives: The objectives of the Committee are met through seven components. The order of the objectives and/or projects in no way signifies priority.

1. Traffic Records System Management Component►
2. Crash Data Component►
3. Roadway Data Component►
4. Driver Data Component►
5. Vehicle Data Component►
6. Citation/Adjudication Component►
7. Statewide Injury Surveillance System (SWISS) Data Component►

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II. FFY10 Process for Reviewing Traffic Records Projects Proposed For 408 Funding

The State of Alaska proposes to fund the following projects as priority projects. These projects were proposed by the sponsoring agencies at Alaska Traffic Records Coordinating Committee (ATRCC) meetings. Their merits and applicability to the TRCC program were discussed, and the committee voted on whether to support their inclusion in this strategic plan. The prioritization of these projects was accomplished through the use of an ATRCC-created Project Evaluation form (see Appendix 1 ►).

1. 12-200 Crash Form Training Project (Score = 636 points) ►
2. Alaska Crash Outcomes Pilot Project (Score = 585 points) ►
3. Management & Storage of Electronic Crash Records (Score = 534 points) ►
4. Knik-Goose Bay Road Speed System Information (Score = 459 points) ►
5. AACOP TraCS Project (Score = 170 points) ►

The ATRCC used the following dates to guide the FFY10 grant review and approval process:

1. **March 25, 2009:** *Regular Committee Meeting.* The Committee set the dates for the grant review and approval process, and agreed to solicit new projects.
2. **April 15, 2009:** *Regular Committee Meeting.* Project Managers gave verbal overviews of FFY10 grant proposals to the Committee
3. **April 22, 2009:** All FFY10 Grant proposals were due in writing, and sent out to members for their review
4. **April 28, 2009:** *Project Review meeting.* By this date the Committee members had received and reviewed all of the grant proposals independently. At this meeting, the Committee reviewed the proposals together and then graded them.
5. **May 6, 2009:** The Committee completed a draft plan of all traffic record improvement projects, including the FFY10 grant proposals for the annual update of this Strategic Plan.
6. **May 13, 2009:** The draft Strategic Plan was sent out to all members for final review
7. **May 20, 2009:** *Regular Committee Meeting.* The Committee agreed on the final prioritization of FFY10 grant proposals, and voted to approve the Strategic Plan.

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III. List of Corrective Actions Identified in the 2007 Traffic Records Assessment

1. Develop a Statewide Traffic Records Executive Oversight Committee.
2. Hire a Traffic Records Coordinator.
3. Revise AS 28.35.080 to make it clear that law enforcement has the primary responsibility for crash investigation in the state.
4. Explore and implement electronic data collection and data transfer procedures.
5. Identify a strategy for an inventory of the core traffic records systems.
6. Create a traffic safety resource guide, using data from the various reports and databases already in existence.
7. Produce meaningful injury surveillance data, including annual reports.
8. Develop support of an ambulance run data system.
9. Continue implementation of CVARS and MAJIC projects.
10. Change the 12-200 crash form to represent red light running/school zone and work zone crashes by making this section yes/no.
11. Increase training provided to law enforcement on the filling out of the 12-200 crash form and train personnel at DOT&PF on highway safety and information system applications.
12. Include more agencies and individuals in the ATRCC.
13. Mandate the use of a uniform traffic citation form.
14. Adopt a single data entry protocol for crash reports.
15. Include crash history in all drivers involved in a crash.
16. Create a new vehicle database query system.
17. Provide system/systems that allow for user-friendly queries.
18. Establish a consistent way to define crash data by the use of ANSI D-16/D-20 and MMUCC.
19. Expand the use of the Highway Data Portal:
    - To traffic engineering community
    - To other public entities
    - By moving from intranet to Internet access
    - To other safety groups.
20. Combine the existing multiple databases into one modern database.

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IV. Traffic Records Projects

The order of the objectives and/or projects in no way signifies priority.

OBJECTIVE 1: TRAFFIC RECORDS SYSTEM MANAGEMENT COMPONENT

Project 1: Develop an Executive Oversight Committee

This project will improve multiple systems.

Agency:	DOT&PF: Commercial Vehicle Enforcement
Project Manager:	Ulf Petersen, Planner III
Goal/Purpose:	Establishment of a Collaborative Statewide Governance group (CSG)
Anticipated Results:	Group formed to meet as needed to resolve criminal and traffic record related policy issues
Cost:	State Funds
Funding Source:	N/A
Strategy:	Formally adopted a charter
Performance Measures:	No performance measure is practical, but evidence that the objective was met is that the committee meets on an as needed basis
Corrective Action(s) Met:	1: Develop a Statewide Traffic Records Executive Oversight Committee.

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Project 2: Staff a Traffic Records Coordinator position

This project will improve multiple systems depending upon its scope (TBD).

Agency:	DOT&PF: Highway Safety Office
Project Manager:	Cindy Cashen, Administrator AK Highway Safety Office
Goal/Purpose:	Ensure more specific coordination of traffic records in Alaska.
Anticipated Results:	Increased number of Assessment recommendations addressed successfully.

Cost: $125,000-175,000

Funding Source: FFY10 Section 408 and 402 funding

Strategy: Hire a contractor with specific duties to address multiple Assessment recommendations that are unlikely to be completed unless a specific resource is applied.

Performance Measures:

2008	2009	2010
0	RFP Published	Contractor selected and hired

Baseline for 2008 is "0" as the Coordinator had not been hired.

Corrective Action(s) Met: 2: Hire a Traffic Records Coordinator.

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Project 3: Complete a basic inventory of the core traffic records systems

This project may improve multiple systems depending upon the inventory.

Agency: DOT&PF: Highway Safety Office

Project Manager: Traffic Records Coordinator

Goal/Purpose: Complete a basic inventory of the core traffic records systems as a first step towards a plan for increased traffic records integration and accessibility.

Anticipated Results: An inventory approved by the ATRCC.

Cost: $0 - $5,000

Funding Source: FFY10 Section 408 and 402 funding

Strategy: TBD

Performance Measures: 100% of AK Traffic Record Project Managers will have access to an online traffic record system inventory

Corrective Action(s) Met: 5: Identify a strategy for an inventory of the core traffic records systems.

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Project 4: Create a traffic safety resource guide

This project will improve multiple systems depending upon its scope (TBD).

Agency: DOT&PF: Highway Safety Office

Project Manager: Traffic Records Coordinator

Goal/Purpose: Increase awareness of traffic records and system integration.

Anticipated Results: A traffic safety resource guide distributed to all stakeholders.

Cost: $0 - $5,000

Funding Source: FFY10 Section 408 and 402 funding

Strategy:

- Look at best practices from other states
- Provide data, information, and statistics which can be used for planning, descriptive analysis, interpretive analysis, and for reporting to state and other agencies.
- Develop methods of measuring and evaluating characteristics, traits, or programs for analysis of highway safety and traffic data.
- Gather, compile, analyze, and interpret qualitative and quantitative data pertaining to highway safety.
- Analyze reporting procedures and methods of compiling data in order to recommend methods of improving efficiency of collection of highway safety and traffic data.

Performance Measures: 80% of AK Strategic Highway Safety Plan committee members will receive a traffic safety resource guide

Corrective Action(s) Met: 6: Create a traffic safety resource guide, using data from the various reports and databases already in existence.

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Project 5: Provide system/systems that allow for user-friendly queries

Refer to the *Traffic Records System Single Portal Pilot Project*, which is a partial solution; Project number 8, under Objective 2.►

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Project 6: Consider statewide assessment recommendations related to traffic records

Agency:	DOT&PF, Alaska Highway Safety Office
Project Manager:	Cindy Cashen, Administrator and Joanna Bradford, Research Analyst II, FARS Analyst
Goal/Purpose:	Include recommendations and strategies in the state assessments and reports when planning traffic record projects.
Anticipated Results:	Federally funded state traffic record projects are supported by assessments and reports. All applicable assessment recommendations are considered by the ATRCC.
Cost:	N/A
Funding Source:	N/A
Strategy:	The AHSO Desk Manual, the Grant Application and Grant Guidebook would include a requirement for all ($25,000+) traffic record-related grants to reference recognized traffic record recommendations or strategies. These would include the 2007 AK Strategic Highway Safety Plan, the 2007 Traffic Record Assessment, the 2008 Impaired Driving Assessment, the 2007 DH&SS Plan to Reduce & Prevent Underage Drinking and the 2008 American College of Surgeons Committee on Trauma.
Performance Measures:	Increase the use of traffic record related assessments, plans and tools, with NHTSA funded grants, from 75 percent to 100 percent by September 30, 2010. There are 8 FFY09 traffic record related grants and 2 of them did not reference a recognized recommendation or strategy. The goal will be to increase that to all traffic record related grants. X Bureau of Highway Patrol ✓ H&SS AK Crash Outcomes Pilot ✓ 12-200 Electronic Crash Data Entry Protocol ✓ 12-200 Crash Form Training Project ✓ Traffic Records System Single Portal Pilot ✓ Knik-Goose Bay Road Speed Information System ✓ MSCVE Commercial Vehicle Analysis Reporting System X AACOP TraCS Project

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OBJECTIVE 2: CRASH DATA COMPONENT

Project 7: Mobile Data Terminal Computer Purchase

This project will improve the crash and citation data systems.

Agency: Department of Public Safety, Alaska State Troopers

Project Manager: Katherine Peterson, Lieutenant

Funding Dates: October 1, 2008 - September 30, 2009

Goal/Purpose: Purchase mobile data terminals to improve the accurate, complete, and timely submission of crash and citation data.

Anticipated Results: A measurable improvement in the timeliness of crash and citation data.

Cost: $435,000

Funding Source: FFY09 Section 410 and Section 154 funding

Strategy: Deploy laptops, printers, scanners, USB adaptors, and mounts in the field to accelerate the submittal of traffic records by AST detachments in Soldotna and Fairbanks.

Performance Measure 1: Average number of days from date of crash to date of entry into the TraCS server.

2008 (before TraCS)	2009 (after TraCS)	2010 (after TraCS)
n/a	8 days	5 days

Performance Measure 2: Average number of days from issue of citation to submittal to the Court System.

2008 (before TraCS)	2009 (after TraCS)	2010 (after TraCS)
n/a	3 days	1 day

Corrective Action(s) Met:

11: Increase training provided to law enforcement on the filling out of the 12-200 crash form and train personnel at DOT&PF on highway safety and information system applications.
13: Mandate the use of a uniform traffic citation form.
15: Include crash history in all drivers involved in a crash.

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Project 8: Traffic Records System Single Portal Pilot Project

This project will improve the Crash Data System.

Agency: Alaska DOT&PF

Project Manager: Carl Gonder, Operations Research Analyst I, and Ron Martindale, Engineering Associate

Funding Dates: October 1, 2008 - September 30, 2009

Goal/Purpose: Design a traffic records system with a Map/GIS user interface for access through a single portal. This will address the following recommendations in the Alaska Traffic Records Assessment of May, 2007 as follows:

- Include MPOs, and local jurisdictions on the statewide Alaska Traffic Records Coordinating Committee (ATRCC) and work to reduce redundant data entry and ensure integration with all roadway data components including GIS (Major recommendation).
- Task the TRCC to consider developing a traffic records clearinghouse that users can access through a single portal.
- Promote Data Sharing.
- Promote Data Linkage.
- Resolve GIS Layers of Different Scales and Versions.

Anticipated Results: Increased traffic records integration and accessibility.

- Increased sharing of data.
- Possible reduction in redundant data entry and data storage.
- New uses for data not yet imagined.
- Increased completeness of data to both public and private sectors by making linking multiple databases and generating compatible data.
- Improved analysis of many types of data not now linked for highway and public safety as well as medical treatment, response, and planning.

Cost: $ 58,000

Funding Source: FFY09 Section 408 funding

Strategy: Develop a traffic records clearinghouse that users can access through a single portal using a map-based interface. The first phase will be to develop a pilot project to demonstrate and validate the cost and features of the system.

- Since a GIS interface may not be appropriate for data that is not location specific, such as Trauma Registry data, the proposed interface development will include other data providers and account for their data retrieval and display needs as well.
- The following are key components and actions necessary for this action:
  - Form a high-level Executive Oversight Committee (EOC) to conduct discussions between major State agencies on a single GIS to provide the base map layer upon which all other data can be projected as layers.
  - Drafting and signing a MOU to reflect a common GIS as stated above.
  - Developing a single standard for the GIS in terms of software, projections, datum, and spatial files.
  - Conducting a high-level (not detailed) User Needs Analysis to determine the broad general uses, interested agencies, and targeted users.
- Work with a private sector firm utilizing currently available software to build and demonstrate a prototype system
- Develop a prototype system that delivers services via the web and runs on popular browser software, e.g. Mozilla
- Working with the system implementer, develop a System Implementation Plan that contains development and operations recommendations, including funding and hosting responsibilities.

Performance Measures: Since this is a pilot project, there are no direct performance measures other than to see if it meets the needs identified in the 2007 Traffic Records Assessment, and identify the cost to build a complete system.

Corrective Action(s) Met: 17: Provide system/systems that allow for user-friendly queries.

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Project 9: 12-200 Electronic Crash Data Entry Protocol & Data Entry Portal Project

This project will improve the Crash Data System.

Agency: Alaska DOT&PF

Project Manager: Carl Gonder, Operations Research Analyst I

Funding Dates: October 1, 2008 – September 30, 2009

Goal/Purpose: Improve the timeliness, accuracy, and completeness of the collection and entry of electronic crash data records by adopting, implementing, certifying and requiring the use of:

1. Standardized data edits done on laptops in the field while collecting data, and
2. Standardized data transmission protocols from law enforcement systems to the State, including data logging showing chain of custody and appropriate system security

Anticipated Results:

- Allow any law enforcement agency using either TraCS or a proprietary Incident management package to submit crash data electronically.
- More accurate data through mandatory edit checks on data fields and values
- More complete data through mandatory edit checks on data fields and values
- Data enters the data base faster and reports are more timely
- Data meets ANSI D-16, ANSI D-20, and MMUCC standards
- Electronic forms improve officer efficiency
- Easier reporting and comparison of data nationally through the use of a common data elements
- Statistical studies are more reliable

Cost: $ 113,400

Funding Source: FFY09 Section 408 funding

Strategy: This project requires active participation of state and local law enforcement, DPS, and DMV from the beginning of the project. All of these agencies either collect and transmit the data or are custodians of the data. The project is broken into two discreet sub-projects:

- Project A—TraCS Phase 2 Data Transfer
- Project B—Proprietary Data Transfer

Project A —TraCS Phase 2 Data Transfer

TraCS Phase 1 was a 90-day pilot project to develop, deploy for field use (in limited numbers), and evaluate TraCS for crash data collection in Alaska. That project was completed on June 1, 2008.

Data from that project will reside on a TraCS Server. TraCS data needs to be transferred to the State DMV Server so that both DMV and DOT can use their existing business procedures to process crash data. Phase 2 would provide for a pilot project to develop, implement, and evaluate a method to transfer data in Global Justice XML to the DMV Server with the following work tasks:

- Provide State standards for data transfer protocols
- Develop a Project Test Plan
- Develop web services for the State to accept, validate, and store TraCS data
- Test the State web services
- Partner with the agency operating the TraCS Server for:
  - Developing programming, security, error condition handling, and data logging specifications
  - Programming and testing of data transfer programs
  - Development of web services on the TraCS Server to send data to the State DMV Server
- Test and validate State mid-tier system for:
  - Data logging procedures and records
  - Error handling procedures
  - Web services to transmit data from TraCS server to the DMV server
  - Completeness and accuracy of data transfers
- Implement electronic data collection and transmission for the partner agency

Project B—Proprietary Data Transfer

This project would provide funding for DOT to work with a single law enforcement agency with a proprietary Incident Management System to collect and send crash data to the State DMV Server electronically using Global Justice XML. This project is proposed to be a partnership between DOT and law enforcement with the following work tasks:

- Provide State standards for data transfer protocols and mobile data terminal edit checks
- Develop a Project Test Plan

- Develop web services for the State to accept, validate, and store crash data
- Develop procedures to certify any law enforcement system for electronic data collection and transmission
- Test the State web services
- Partner with a police department that has a proprietary system to:
  - Provide a grant to fund:
    - Programming and testing of mobile data terminal edit checks
    - Development of web services to send data to the State DOT
    - Test and certify:
      - Edit checks on the mobile data terminals
      - Web services to transmit data to the State
    - Implement electronic data collection and transmission for the partner agency

Performance Measures:

Timeliness

- Number of days to get crash forms into Alaska traffic records systems

Completeness

- Percent of crash forms with no data in 10 specific fields
- Number of reports returned to police for completion of missing data

Accuracy

- Percent of crash forms with errors in 10 specific field combinations

Corrective Action(s) Met: 4: Explore and implement electronic data collection and data transfer procedures.

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Project 10: Alaska State Troopers TraCS Pilot Project

Vehicle Crash Information and Citation / Adjudication System Improvements.

Agency:	DPS, Alaska State Troopers
Project Manager:	Katherine Peterson, Lieutenant
Funding Dates:	October 1, 2008 – September 30, 2009
Goal/Purpose:	Hire a consultant to serve as the TraCS Project Manager. This need was determined through an evaluation of the need to modernize traffic records collection and reporting at the Alaska State Troopers.
Anticipated Results:	Contractor will draft an implementation plan for TraCS infrastructure and specific TraCS projects.
Cost:	$150,000
Funding Source:	FFY09 Section 154 funding
Strategy:	Oversee installation of mobile data terminals and start electronic traffic records reporting using the TraCS system.
Performance Measure:	50% of the Alaska State Troopers will use the TraCS software for writing traffic citations.
Corrective Action(s) Met:	4: Explore and implement electronic data collection and data transfer procedures.

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Project 11: AACOP TraCS Project

Agency:	Alaska Association of Chief of Police
Project Manager:	Greg Browning, Juneau Chief of Police and AACOP Treasurer
Funding Dates:	October 1, 2008 – September 30, 2009 October 1, 2009 – September 30, 2010
Goal/Purpose:	The Goal of the TraCS project is to enhance highway safety by utilizing well-tested, state of the art technology to

	modernize the way Alaskan law enforcement officers handle traffic incidents and to enhance the abilities to improve the timeliness and availability of crash and citation data to decision makers.
Anticipated Results:	Contractor will draft an implementation plan for TraCS infrastructure and specific TraCS projects.
Cost:	FFY09 = $114,202.00 FFY10 = TBD
Funding Source:	FFY09 Section 408 funding FFY10 Section 408 funding
Strategy:	AACOP intends to accomplish this project through the services of a contracted Project Management Firm with exceptional expertise and experience in the field of technology services.
Performance Measures:	Progress of the project will be reviewed informally on a bi-weekly basis, and formally on a monthly basis. The reviews will consider expenditures, achieved objectives and anticipated challenges. Regular reviews will ensure that the Project team remains focused on the target and is able to adjust quickly to overcome unforeseen impediments. It will further enable the AACOP Oversight team to maintain a thorough working knowledge of the project and its progress.
Corrective Action(s) Met:	4: Explore and implement electronic data collection and data transfer procedures.
FFY10 Approval Status:	The FFY10 Grant Application for this project will be approved provided the application is revised to meet the TraCS Steering Committee's approval.

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Project 12: 12-200 Crash Form Training Project

This project will improve the Crash Data System.

Agency:	Alaska DOT&PF
Project Manager:	Ron Martindale, Engineering Associate, and Katherine Peterson, Lieutenant
Funding Dates:	October 1, 2008 – September 30, 2009

October 1, 2009 – September 30, 2010

Goal/Purpose:

This project is intended to:

- Increase data accuracy for easier reporting and comparison of data nationally through:
  - The use of standardized data elements
  - Improved law enforcement training
- Improve compatibility of data by requiring the new form and training to use ANSI D-16, ANSI D-20, and MMUCC.
- Make statistical studies more reliable through uniformity of data emanating from use of ANSI D-16, ANSI D-20, and MMUCC.
- Address deficiencies noted in the 2007 Traffic Records Assessment.

Anticipated Results:

- More accurate data through improved law enforcement officer understanding of 12-200 definition of data fields and values
- Data meets ANSI D-16, ANSI D-20, and MMUCC standards
- Statistical studies are more reliable
- Easier reporting and comparison of data nationally through the use of common data elements.

Cost: $81,000

Funding Source: FFY09 Section 408 funding
FFY10 Section 408 funding

Strategy:

This project requires active participation of state and local law enforcement from the beginning. As the owner of the 12-200 crash form, The Alaska State Troopers (AST) need to chair this committee. The following implementation steps are anticipated:

1. Organize the training materials committee.
2. Select the applicable standards to utilize in the training materials.
3. Determine media types to use in the new training materials.
4. Identify audience for training materials
   a. Rookies
   b. Academies
   c. Veterans (Continuing education)
5. Design and prepare printed material for police agencies statewide.
6. Evaluate 1st draft of training materials and make revisions as necessary. Evaluators to include:

a. DOT&PF
b. MSCVE
c. DPS
d. DMV
e. Dept. of Law
f. EMS
g. AIPC

7. Acquire training materials sufficient for 1500 officers or approximately 2 years.
8. Conduct “train the trainer” sessions statewide.
9. Turn training over to law enforcement.

Performance Measures: Percent decrease in errors on crash reports attributable to officer training.

Corrective Action(s) Met: 11: Increase training provided to law enforcement on the filling out of the 12-200 crash form and train personnel at DOT&PF on highway safety and information system applications.

FFY10 Approval Status: The FFY10 Grant Application for this project will be approved provided the application is revised to include NHTSA’s recommended guidelines for performance measures.

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Project 13: Commercial Vehicle Analysis and Reporting System (CVARS) Phase 3

This project will improve completeness of the Vehicle Crash Information System.

Agencies: DOT&PF, Commercial Vehicle Enforcement.

Project Managers: Alan Brown, Analyst/Programmer IV

Funding Dates: October 1, 2008 – September 30, 2009

Goal/Purpose: Initiate electronic transfer of commercial vehicle crash data from DOT&PF to FMCSA

Anticipated Results: Improved completeness and timeliness of commercial vehicle crash data

Cost: $75,000

Funding Source: FFY09 Section 408 funding

Strategy: Improve existing procedures for crash data transfer from the Highway Analysis System (HAS) into SafetyNet

Performance Measure: Percentage of commercial vehicle crashes in the main state crash database that are also entered into the SafetyNet database.

2002 (Before CVARS)	2009 (After CVARS)	2010 (After CVARS)
14.2%[1]	75%	100%

[1]Baseline data from Commercial Vehicle Enforcement's 2002 data audit.

Corrective Action(s) Met: 9: Continue implementation of CVARS and MAJIC projects.

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Project 14: Management and Storage of Electronic Crash Records

Agency: DMV

Project Manager: Kerry Hennings, Driver Licensing Manager

Funding Dates: October 1, 2009 – September 30, 2010

Goal/Purpose: DMV intends to establish an electronic crash report server that meets the records retention requirements and supplies copies of crash reports to all authorized persons. This is the first step for receiving electronic data and storing said data. One of the future goals is to automatically populate the Alaska License Vehicle Information Network (ALVIN) driving record with crash information as cited in the traffic records assessment in lieu of manually populating the driving records.

Anticipated Results: An electronic storage and management system for crash reports.

Cost: $170,440 ($168,400 through 408 funding, and $2,040 through State Match)

Funding Source: FFY10 Section 408 funding, State Match

Strategy: DMV will create a web-based application with services to support the electronic 12-200 crash data. DMV will create two database systems, one using a new Tamino server and

one using a MS SQL 2005 database and related tables. Use of a business process manager and the Enterprise Services Bus (ESB) will ensure all the steps required to process 12-200 electronic crash forms are completed within the allotted timeframe.

Since DMV is statutorily required to process both 12-200 and 12-209 reports, DMV will import 12-209 data from the Enterprise Technology System (ETS) hosted Tamino server while creating its own back door processing. Currently, DMV has no method for processing 12-209 reports. Since 12-209 processing is similar to 12-200 processing, DMV can create an application that accommodates both types of electronic reporting.

DMV will hire a contracted programmer to analyze, rewrite the existing 12-209 application and include a 12-200 application, create a Tamino database, create a test environment, and update ETS hosted server with matched data.

Performance Measures: See FFY10 Approval Status below

Corrective Action(s) Met: 4: Explore and implement electronic data collection and data transfer procedures.
17: Provide system/systems that allow for user-friendly queries

FFY10 Approval Status: The FFY10 Grant Application for this project will be approved provided the application is revised to include NHTSA's recommended guidelines for performance measures**.**

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OBJECTIVE 3: ROADWAY DATA COMPONENT

Project 15: Expand the use of the Highway Data Portal

This project will improve access to information about the road network and selected transportation data.

Agency: DOT&PF

Project Manager: Jack Stickel, Transportation Data Services Manager

Funding Dates: October 1, 2008 – September 30, 2009
October 1, 2009 – September 30, 2010
October 1, 2010 – September 30, 2011

Goal/Purpose: Increase user access to transportation data and highway information.

Anticipated Results: Increased use of transportation data for highway safety improvement, traffic analysis, transportation project planning, asset management, and bridge management.

Cost: FFY 2009 - $80,000
FFY 2010 - $80,000 (requested)
FFY 2011 - $80,000 (requested)
2007 STIP IWAYS - $65,000

Funding Source: FFY 2008 – 2011 Federal Annual Work Program
2007 STIP Need ID - 17081

Strategy: Target traffic engineering, safety, and public communities by:

a) Upgrading application to DOT web standards
b) Establishing a new report writing framework
c) Deploying an internet application
d) Developing administrative controls for easy changes
e) Deploying traffic and speed limit reports
f) Expanding to include a geographic information system interface

Performance Measures: A performance measure is not practical, but a measure of activity is the number of new users that access this system.

Corrective Action(s) Met: 19: Expand the use of the Highway Data Portal:
- To traffic engineering community
- To other public entities
- By moving from intranet to Internet access
- To other safety groups.

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Project 16. Knik-Goose Bay Road Speed Information System

Agency: Alaska DOT&PF

Project Manager: Jack Stickel, Transportation Data Services Manager

Funding Dates: October 1, 2009 – September 30, 2010

Goal/Purpose:

The Knik-Goose Bay Road Speed Information System project seeks to reduce the serious injury and fatal highway crashes by providing the capability to monitor the speed patterns and target enforcement activities. The project will install up to four speed monitoring traffic sensors at existing Department of Transportation and Public Facilities (DOT&PF) passive traffic stations along Knik-Goose Bay or other suitable sites. The speed data will be available via a web interface in close to real-time and be archived to allow comparison with other time periods.

The Speed Information System project goal is *to reduce the unsafe speed behavior on the first 8.3 miles of the Knik-Goose Bay Road* in Wasilla. The project will install up to four speed monitoring traffic sensors at existing DOT&PF passive traffic stations along Knik-Goose Bay. The exact number of sites will be based on equipment costs, installation costs, and available funding. The speed data will be available via a web interface in close to real-time and be archived to allow comparison with other time periods.

Anticipated Results: Reduce the serious injury and fatal highway crashes on the Knik-Goose Bay Road from the 1975-2006 levels by 2011

Cost: FFY09 $ 40,000, FFY10: $16,511.62

Funding Source: FFY09 Section 408 funding
FFY10 Section 408 funding

Strategy: To achieve the goal, the project will follow these measures:

1. Identify the site locations for speed monitoring. DOT&PF personnel completed a field inventory to define potential sites for installation.
2. Select sensors to install DOT&PF looked at three types of traffic sensors to collect speed data: the traditional in-pavement piezoelectric axle count sensors, non-intrusive side fire radar devices, and magnetic in-pavement wireless sensors.

3. Select site and sensor combination DOT&PF desires to have a mix of non-intrusive and in-pavement speed counts to evaluate the outcomes of each.
4. Gather User Needs DOT&PF will use a SurveyMonkey questionnaire to gather stakeholder user needs. The State of Alaska has a SurveyMonkey license so there will be no charge.
5. Data management Central Region traffic shall poll the sites by IP address at a rate to be determined by the stakeholder user needs. The data shall be distributed to a DOT&PF directory on a Juneau-based server. The data shall then go through a quality check process and then stored in an oracle database. The web services to display the speed data shall use the Oracle database.
6. Web Services The speed data shall be delivered to the stakeholders through existing web applications, e.g., 511 traveler information services or road weather information systems.
7. Field Audit The Program Development Division shall perform one field audit at some point in the project to evaluate the accuracy of the data being collected and quality of the data collection program. The results of this field audit will be in the final report.
8. Systems Engineering The project shall follow the Intelligent Transportation System (ITS) systems engineering reports. This process follows the V-diagram approach for project development and ensures specific project deliverables. Anticipated deliverables, in sequential order, for this project include:
    a. User Needs Assessment
    b. Concept of Operations
    c. High Level / Detailed Requirements
    d. High Level / Detailed Design
    e. Implementation
    f. Integration and Testing
    g. Subsystem Verification
    h. System Verification
    i. Operations and maintenance

Performance Measures:

- Serious injury and fatal highway crashes will be measured from the Highway Analysis System (HAS) over FFY 2009, 2010, and 2011
- Traffic enforcement and public education programs using the speed demonstration project shall be the measure tools for the project
- A successful indicator shall occur when the fatal and serious injury accidents fall below the statewide average for a three year period or if traffic enforcement agencies

agree the demonstration project is no longer effective or necessary.

Corrective Action(s) Met: 4: Explore and implement electronic data collection and data transfer procedures.
17: Provide system/systems that allow for user-friendly queries

FFY10 Approval Status: The FFY10 Grant Application for this project will be approved provided the application is revised to include NHTSA's recommended guidelines for performance measures.

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OBJECTIVE 4. DRIVER DATA COMPONENT

Project 17: Include CDL drivers' histories in all crash records

This project will improve the Driver Information System.

Agency: Division of Motor Vehicles

Project Manager: Kerry Hennings, Driver Licensing Manager

Funding Dates: None

Goal/Purpose: For the State of Alaska to be able to produce and possess a more statistically accurate and detailed driver history for means of tracking CDL drivers.

Anticipated Results: A more detailed database, capable of offering a means of tracking CDL drivers as they register and report in Alaska.

Cost: None

Funding Source: State Funds

Strategy: Performance goal for 2008 is to have 9,800 crashes revised/entered or more, improving nearly 9% of the state traffic records in the ALVIN database.

Performance Measures: 262 crashes were entered into ALVIN. There were 12,079 crashes which were processed and sent to DOT for updating in HAS. The addition of staff in 2010 should allow the entering of crash statistics on traffic records.

2007	2008	2009
0 (prior to July 1)	2,444 (2%)	262 (02%)

Baseline 2007 estimate provided by the Project Manager.

Corrective Action(s) Met: 15: Include crash history in all drivers involved in a crash.

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Project 18: Create a new vehicle database query system (ALVINA)

This project will improve the Driver and Vehicle Information Systems.

Agency:	Division of Motor Vehicles
Project Contact:	Kerry Hennings, Driver Licensing Manager
Funding Dates:	July 1, 2009 – June 30, 2010
Goal/Purpose:	Increase driver/vehicle data accessibility by production of a new, more comprehensive and centralized data query system for more than ½ million of the state's driver database records.
Anticipated Results:	More user-friendly system for accessing and inputting data on state driver records.
Cost:	$10,000,000
Funding Source:	State funds
Strategy:	Creation of this new system has already begun with completion delayed due to lack of funding.
Performance Measures:	A performance measure is not practical, but a measure of activity would be that the new vehicle database is operational by late 2011 if funding is restored.
Corrective Action(s) Met:	16: Create a new vehicle database query system.

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Project 19: Improve tracking of minor consuming offenses

This project will improve the Driver Information System.

Agency:	Division of Motor Vehicles
Project Manager:	Kerry Hennings, Driver License Manager
Funding Dates:	N/A
Goal/Purpose:	Improvement of the current means of tracking underage drinking in the state.

Anticipated Results:	A noticeable improvement in the data gathered for analysis of this problem, with enforcement efforts manipulated to fit the new data discovered.
Cost:	None
Funding Source:	N/A
Strategy:	DMV will add minor consuming convictions to the violation section of the traffic record so law enforcement and alcohol treatment providers will have a record of past incidents.
Performance Measures:	Improve identification of prior offenses for sentencing purposes and provide complete history of offenses to alcohol treatment providers. Convictions have been added to the traffic records since Aug. 2008. Cannot be measured with the current database.
Corrective Action(s) Met:	15: Include crash history in all drivers involved in a crash.

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Project 20: Make crash reports to DMV timelier

Agency:	Division of Motor Vehicles
Project Manager:	Kerry Hennings, Driver Licensing Manager
Funding Dates:	October 1, 2009 – September 30, 2010
Goal/Purpose:	Improve the timeliness of crash report records that reach and are processed through the DMV.
Anticipated Results:	Decrease the amount of time that is spent on processing of traffic records through the current system.
Cost:	$58,750
Funding Source:	$58,750 FMCSA CDL program funds.
Strategy:	Hire 1 DMV clerk assigned to process the 12-200's as they come in.
Performance Measures:	A suitable performance measure is not available at this time, but an indicator of activity is to arrange to have one DMV clerk hired for the 2010 Federal Fiscal Year.

Corrective Action(s) Met:	15: Include crash history in all drivers involved in a crash.

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Project 21: Improve timeliness of traffic conviction data in driver records

Agency:	Alaska Court System
Project Manager:	Diane Schenker, Integrated Justice Project Mgr (Courts)
Funding Dates:	October 1, 2007 – September 30, 2011
Goal/Purpose:	Automatically update driver records with court convictions for minor traffic offenses by replacing manual data entry by court clerks with an automated web service
Anticipated Results:	Reduce delays caused by data entry backlogs
Cost:	$58,750 (for DMV to implement an enterprise service bus that will process court disposition data from the court's web service)
Funding Source:	$58,750 FMCSA CDL program funds.
Strategy:	Eliminate delays caused by having court clerks manually type traffic conviction data into multiple systems, including the driver record database. The Court and DMV will implement an automated interface so that driver history records are updated automatically within one day after a minor traffic conviction is entered into the court's case management system (CourtView).
Performance Measures:	Timeliness: Number of days from the date of a minor offense traffic conviction to the date it is reflected on the driver's record
Corrective Action(s) Met:	4: Explore and implement electronic data collection and data transfer procedures.

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Project 22: Electronic Insurance Verification

Agency:	Division of Motor Vehicles
Project Manager:	Kerry Hennings, Driver Licensing Manager (DMV)
Funding Dates:	October 1, 2009 – September 30, 2010
Goal/Purpose:	The Electronic Insurance Verification project will allow the Division of Motor Vehicles to verify insurance prior to registration and in the event of a crash. The program will verify up to 83% of all vehicles that are insured. This program will also be available to law enforcement for verifying insurance roadside. Once connected to the provider company, the verification of insurance will prevent citations and suspensions from occurring for citizens who are insured but do not have proof of insurance at the time of the incident
Anticipated Results:	A large percentage of crashes will have verified insurance eliminating the need to send certified letters to individuals. Individuals supplying false insurance information will be held accountable. Officers on the street will be able to verify the information presented roadside. Individuals without proof of insurance can be verified eliminating the need to write a citation. Overall there should be better compliance with compulsory vehicle insurance.
Cost:	TBD
Funding Source:	FMCSA
Strategy:	Electronic matching and verification of insurance will increase the number of insured drivers.
Performance Measures:	Number of suspensions should decrease once insurance verification is in place. The number of drivers operating while suspended should also decrease.
Corrective Action(s) Met:	4: Explore and implement electronic data collection and data transfer procedures. 17: Provide system/systems that allow for user-friendly queries.

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OBJECTIVE 5: VEHICLE DATA COMPONENT

Project: Create a new vehicle database query system (ALVINA)

See project number 18, under Objective 4.►

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OBJECTIVE 6: CITATION / ADJUDICATION COMPONENT

Project: Mobile Data Terminal Computer Purchase

See project number 7, under Objective 2.►

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Project 23: Uniform Table of Offenses

Agency:	Multi-Agency Justice Integration Consortium (MAJIC)
Project Manager:	Ayla Donalson, DPS Analyst/Programmer V
Funding Dates:	July 1, 2008 - June 30, 2009. The funds are encumbered through the end of the year.
Goal/Purpose:	Enhance Alaska's Uniform Table of Offenses to improve the completeness, accuracy, and timeliness of traffic citation data. This need was determined through the identification of deficiencies in the existing process during the Traffic Records Assessment.
Anticipated Results:	An enhanced, centrally administered Alaska Uniform Table of Offenses.
Cost:	$130,000
Funding Source:	State Funds
Strategy:	Complete development of the AUTO (Alaska Uniform Table of Offenses) application based on the business needs and System Requirements Specifications adopted by the identified stakeholder in a prior phase. Its primary purpose is to provide a definitive source of offense data that can be

maintained, electronically accessed and used by all stake holders.

Performance Measures: Project does not expect to meet any measurable performance goal, but will instead meet one of the 21 corrective action recommendations by the 2007 Traffic Records Assessment team. Project completion by December 31, 2009.

Corrective Action(s) Met: 13: Mandate the use of a uniform traffic citation form.

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Project: Alaska State Troopers TraCS Pilot Project

See project number 10, under Objective 2►

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Project: AACOP TraCS Project

See project number 11, under Objective 2►

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Project 24: Mandate the use of a uniform traffic citation form

This project will improve the Citation/Adjudication Information System.

Agency: DPS, Alaska State Troopers

Project Manager: Katherine Peterson, Lieutenant

Funding Dates: October 1, 2009 – September 30, 2010

Goal/Purpose: Standardize the use of traffic citations in Alaska by mandating a uniform traffic citation form.

Anticipated Results: A uniform traffic citation used throughout Alaska.

Cost: Refer to AST TraCS project and AACOP TraCS Project ►

Funding Source: FFY10 Section 408, Section 154, and Section 1906 funding

Strategy:	DPS deployed the uniform citation in 2008.
Performance Measures:	50% of the Alaska State Troopers and 50% of the local law enforcement officers will use the TraCS software for writing traffic citations.
Status:	The legislation mandating uniform citation standards has been drafted and DPS plans to seek introduction in 2010.
Corrective Action(s) Met:	13: Mandate the use of a uniform traffic citation form.

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Project 25: Electronic filing of TraCS citations

This project will improve the Citation/Adjudication Information System.

Agency:	DPS / AACOP / TraCS Steering Committee
Project Manager:	Katherine Peterson, Lieutenant
Funding Dates:	October 1, 2009 – September 30, 2010
Goal/Purpose:	To transfer the citation data from law enforcement to the courts electronically
Anticipated Results:	Increase in timeliness and accuracy of citation data.
Cost:	Refer to AST TraCS project and AACOP TraCS Project ►
Funding Source:	FFY09 Section 408 funding, Section 154 funding
Strategy:	Establish an interface between law enforcement and the courts using TraCS. The court has published specifications for electronic filing of citations, consistent with the uniform citation form implemented by DPS in 2008 and with the Global Justice XML Data Model. DOT has successfully filed test citations with the court using the interface specifications and court web service.
Performance Measures:	For a particular court or jurisdiction: 1. Number of days from the date of the citation to the date the citation is filed with the court (law enforcement measure)

2. Number of days from the date the citation is filed with the court to the date it is entered into CourtView (court measure)
3. Total number of days from citation to entry into CourtView (law enforcement + court measure)

Corrective Action(s) Met: 4: Explore and implement electronic data collection and data transfer procedures.

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OBJECTIVE 7: STATEWIDE INJURY SURVEILLANCE SYSTEM (SWISS) DATA COMPONENT

Project 26: Alaska Crash Outcomes Pilot Project

This project will improve the Injury Surveillance System.

Agency: Health and Social Services

Project Manager: Alice Rarig, Planner IV

Funding Dates: October 1, 2008 – September 30, 2009
October 1, 2009 – September 30, 2010

Goal/Purpose: Improve injury surveillance system to reduce unnecessary burden of death, disability, and associated costs of motor vehicle crashes.

Anticipated Results: An improved injury surveillance system with multiple dataset record linkage.

Cost: FFY09: $99,700; FFY10: $99,883.

Funding Source: FFY09 Section 408 funding
FFY10 Section 408 funding

Strategy: Using Crash Outcomes Data Evaluation Systems (CODES) software, implement a pilot project to analyze crash and outcome data, including the injuries sustained, long term health status, and costs of care and rehabilitation, using hospital discharge and emergency department data to learn more about how to improve highway safety.

Performance Measures: (1) Data set linkage will be operational consistent with state and federal NHTSA guidelines. (2) Crash outcomes and injury surveillance reports will be available online for agency

use in planning and evaluation to improve highway safety, and for public information and awareness.

Corrective Action(s) Met: 7: Produce meaningful injury surveillance data, including annual reports.

FFY10 Approval Status: The FFY10 Grant Application for this project will be approved provided the application is revised to include NHTSA's recommended guidelines for performance measures.

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Project 27: Produce, analyze and report on injury surveillance data annually.

This project will improve the Injury Surveillance System.

Agency: Health and Social Services

Project Manager: Alice Rarig, Planner IV

Funding Dates: TBD

Goal/Purpose: Produce a meaningful injury surveillance data table and annual reports for that data.

Anticipated Results: Annual reports starting in 2009.

Cost: $100,000.

Funding Source: TBD

Strategy: Integrate EMS data, crash data, outcome data, hospital discharge data, emergency department data, Alaska Trauma Registry, FARS, and Vital Statistics data to:

- compile annual reports on injuries in Alaska and suffered by Alaska residents;
- operationalize "injury surveillance"; and
- learn from the various injury-related data sets about conditions that might be corrected to reduce injury disability and death.

Improvement of highway safety and other injury prevention programs (including suicide prevention programs) would benefit from the more comprehensive overview of injury occurrence in Alaska.

Performance Measures: Prepare a summary report in 2009 with retrospective data for the years 2001-2005, followed by annual targeted injury reports using data from 2006 forward.

Corrective Action(s) Met: 7: Produce meaningful injury surveillance data, including annual reports.

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Project 28: Design and implement an EMS data system (NEMSIS)

This project will improve the Injury Surveillance System.

Agency: Health and Social Services

Project Manager: Tim Bundy, Chief, Injury Prevention and EMS

Funding Dates: June 2006 – February 2009

Goal/Purpose: To design and implement an EMS data system or ambulance run system.

Anticipated Results: Create and sustain a more streamlined EMS data system that can list crash details from no less than one year previous to the current calendar year.

Cost: Estimate $672,000. An additional $300,000 by 2010 for both Trauma and EMS. Total project = $1.6 million

Funding Source: AHSO NHTSA earmark, DOT ITS earmark, HRSA EMSC, CDC NIOSH, HRSA Rural Flex, and State general funds.

Strategy: EMS and Trauma systems are up and functioning. We are working on training services and hospitals. EMS expected to capture 50% EMS runs by 2009.

Performance Measures: Timeliness of data availability: Data is entered after each run. We expect to get >80% data by 2010 for EMS, and >90% Trauma data by 2010.

2007	2008	2009
N/A	N/A	2008 data available by March 30, 2009

Corrective Action(s) Met: 8: Develop support of an ambulance run data system.

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Project 29: Trauma Registry Improvement Project

This project will increase the data available in the AK Trauma Registry.

Agency:	Alaska DH&SS: Injury Prevention and EMS
Project Manager:	Tariq Ali, Public Health Specialist II
Funding Dates:	June 2006 – February 2009
Goal/Purpose:	Increase the data currently available in the Department of Health & Social Services (DH&SS) Trauma Registry, on and off road crash database.
Anticipated Results:	A valuable increase in the availability of data in the registry. The System is converting old data and newly acquired data in 2009 for 2008 and 2007. Direct entry by most hospitals is expected in 2009.
Cost:	Refer to Project 28.
Funding Source:	DH&SS, EMS overhead funds, DOT ITS, HRSA Rural Flex, CDC NIOSH, and HRSA EMSC
Strategy:	The performance goal for 2008 is to have 2006 and 2007 data entered increasing the total available data by 12.5%. The data is collected, but not converted/ mapped into the new system. 2006 is complete and all of 2007 will be complete by June 2009, with some of the 2008 data entered as well. 2009 data will be entered directly into the system.
Performance Measures:	The registry details injury specific crash data for on and off road crashes within the state of Alaska starting in 1991. Until 2007 this spanned 1991-2004. 2005 was finally added in 2007. Trauma record data increases the available data by 7.1%, which is an estimated 5,000 records per year. Current records (CALES and Collector combined) in the new Trauma Registry system are now from 1988 to 2006 in the data base of which there are 83,559 total records. Previously the system had available access to only data in years 2000 to 2005, which included 32,161 records. Records in the old CALES system were not easily accessible until the conversion was made.
Corrective Action(s) Met:	7: Produce meaningful injury surveillance data, including annual reports.

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Project 30: Rural Alaska EMS Optimization

The Rural Alaska EMS Optimization (AKEMSO) project was initiated by a congressional earmark through the National Highway Traffic Safety Administration in November 2006. Funding for the $1 million earmark was made available in 2007 through the Alaska Highway Safety Office by contractual agreements with the Alaska Injury Prevention Center, the Calspan-University of Buffalo Research Center, and the Alaska Section of Injury Prevention & EMS.

The following five projects highlight the deliverables enveloped in the lengthy AKEMSO project:

Project 30 (A): Demonstrate capabilities of the Automatic Crash Notification systems.

This project will inventory EMS services in Alaska, document the emergency response communication infrastructure, document ACN/AACN call experience, review air/ground medical service launch protocols, and develop training materials for 1st responders.

Agencies:	Ron Perkins & Beth Schuerman (AIPC) Tim Bundy (AK-IPEMS) Cindy Cashen, Kathy Budke (AHSO) Laurie Flaherty (NHTSA) Marie Flanigan, Alan Blatt, Kevin Majka (Calspan-Univ. of Buffalo Research Center-CUBRC)
Project Managers:	Ron Perkins (lead), Tim Bundy, & Marie Flanigan
Funding Dates:	November 2006 – February 2009
Goal/Purpose:	Demonstrate the use and effectiveness of ACN/AACN systems.
Anticipated Results:	Document the crash notification sequence and protocol and demonstrate ways to reduce the time between crash and medical treatment.
Cost:	$1,000,000 (this funding supported Projects A-E)
Funding Source:	NHTSA earmark
Strategy:	Inventory and document the Alaskan EMS services, emergency response communication infrastructure, ACN/AACN call experience, air/ground medical service launch protocols, and then provide training and guidance for improving the emergency response system.

Performance Measures:

- Review, update, and validate the existing inventory of emergency crash response services in Alaska.
- Document current communication infrastructure for crash events and EMS response.
- Characterize the existing Alaska crash response systems.
- Assess current crash and post crash event timelines.
- Document the current ACN/AACN call experience.
- Review air/ground medical service launch protocols.
- Develop briefings and training materials to educate Alaska PSAPs, 1st responders, EMS, and hospital personnel on the ACN/AACN crash technology and benefits.

Corrective Action(s) Met: N/A

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Project 30 (B): NEMSIS compatible Alaskan electronic data base for pre-hospital emergency care.

This project will design and implement a program that will be compliant with the national "gold" or "silver" standard for NEMSIS electronic data systems.

Agencies:	Ron Perkins & Beth Schuerman (AIPC) Tim Bundy (AK-IPEMS) Cindy Cashen, Kathy Budke (AHSO) Laurie Flaherty (NHTSA) Marie Flanigan, Alan Blatt, Kevin Majka (Calspan-Univ. of Buffalo Research Center-CUBRC)
Project Managers:	Ron Perkins (lead), Tim Bundy, & Marie Flanigan
Funding Dates:	November 2006 – February 2009
Goal/Purpose:	To design and implement a pilot NEMSIS program for Alaska.
Anticipated Results:	Standardized electronic data for pre-hospital emergency care data system.
Cost:	$1,000,000 (this funding supported Projects A-E)
Funding Source:	NHTSA earmark
Strategy:	To identify the specific Alaska data elements necessary for compliance with national NEMSIS standards and to implement a

statewide system to capture electronic pre-hospital emergency care data for motor vehicle crashes.

Performance Measures:

- Determine the electronic EMS data necessary to comply with national standards.
- Develop and submit a request for proposals.
- Contract with an acceptable "Gold" or "Silver" standard compliant vendor.
- Pilot test the software.
- Begin capturing pre-hospital emergency data from motor vehicle crashes.

2007 (before NEMSIS)	2008 (After NEMSIS)	2009
No electronic EMS data transmitted to the state	New software program piloted and adapted to Alaska's needs	State receives electronic EMS data for 70% of the crashes.

Corrective Action(s) Met: 7: Produce meaningful injury surveillance data, including annual reports.

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Project 30 (C): Develop a Crash Outcome Data Evaluation System (CODES) for Alaska.

This project will link data bases from ADOT&PF crash reports, Alaska Trauma Registry, and EMS runs into a single data base to improve the analysis of motor vehicle crashes and the injury outcomes.

Agencies: Ron Perkins & Beth Schuerman (AIPC)
Tim Bundy (AK-IPEMS)
Cindy Cashen, Kathy Budke (AHSO)
Laurie Flaherty (NHTSA)
Marie Flanigan, Alan Blatt, Kevin Majka (Calspan-Univ. of Buffalo Research Center-CUBRC)

Project Managers: Ron Perkins (lead), Tim Bundy, & Marie Flanigan

Funding Dates: November 2006 – February 2009

Goal/Purpose: To design and implement a pilot CODES program for Alaska.

Anticipated Results: Linked and improved crash data systems in Alaska.

Cost: $1,000,000 (this funding supported Projects A-E)

Funding Source: NHTSA earmark

Strategy: Using the LINKSOLV probabilistic linkage program to combine motor vehicle crash, injury hospitalization, and EMS data.

Performance Measures:

- Receive databases from the Alaska Trauma Registry, the state DOT&PF crash reporting system, and the Alaska EMS system.
- Clean and standardize the databases.
- Linking the three unique data bases to form one complete database.
- Document the linkage process.
- Analyze the linked records.

2007 (before CODES)	2008 (After CODES)	2009
No data linkage	Data bases linked	Continue to improve system.

Corrective Action(s) Met: 7: Produce meaningful injury surveillance data, including annual reports.

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Project 30 (D): Document digital cell phone signal strength on the main highway corridors of Alaska.

Cell phone signal strength is directly related to the timeliness of PSAPs receiving notification of crashes on rural roads. This project will involve driving the major highways of Alaska with special equipment to test the digital cellular telephone strength and the satellite reception. Poor reception areas can expect longer delays in getting emergency care unless improvements are made.

Agencies: Ron Perkins & Beth Schuerman (AIPC)
Tim Bundy (AK-IPEMS)
Cindy Cashen, Kathy Budke (AHSO)
Laurie Flaherty (NHTSA)
Marie Flanigan, Alan Blatt, Kevin Majka (Calspan-Univ. of Buffalo Research Center-CUBRC)

Project Managers: Ron Perkins (lead), Tim Bundy, & Marie Flanigan

Funding Dates: November 2006 – February 2009

Goal/Purpose: To document digital cellular telephone signal strength along Alaska's highway system. The resulting maps will be compared

	with crash site pin maps to show emergency reporting or ACN problem areas.
Anticipated Results:	Electronic maps of cellular signal strength along Alaska's highway system will be created and used to show gaps in the Automatic Crash Notification and EMS communication systems.
Cost:	$1,000,000 (this funding supported Projects A-E)
Funding Source:	NHTSA earmark
Strategy:	Over-lay the crash location maps onto the cell phone signal strength maps to determine high-crash areas having low-reception problems.
Performance Measures:	Equipment will be purchased and tested before driving the road system and downloading the results.

2007	2008	2009
Find, customize, and test digital signal strength testing equipment.	Drive the highway system with the digital equipment to test cell phone signal strength and create maps.	N/A

Corrective Action(s) Met: N/A

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Project 30 (E): Document lat/long of crash locations on the main highway corridors of Alaska.

This project will involve law enforcement using provided GPS units to document latitude and longitude on the Alaska crash report form.

Agencies:	Ron Perkins & Beth Schuerman (AIPC) Tim Bundy (AK-IPEMS) Cindy Cashen, Kathy Budke (AHSO) Laurie Flaherty (NHTSA) Marie Flanigan, Alan Blatt, Kevin Majka (Calspan-Univ. of Buffalo Research Center-CUBRC)
Project Managers:	Ron Perkins (lead), Tim Bundy, & Marie Flanigan
Funding Dates:	November 2006 – February 2009
Goal/Purpose:	Law enforcement will be provided GPS units to document specific crash locations rather than using descriptive references.

Anticipated Results: Improved crash site location data and simplified data analysis.

Cost: $1,000,000 (this funding supported Projects A-E)

Funding Source: NHTSA earmark

Strategy: A need analysis for GPS equipment will be conducted with the major law enforcement agencies in Alaska. The GPS equipment will then be purchased and used to specify crash location, which in turn will be used to plot crash sites on a map.

Performance Measures:

- Document GPS equipment needs assessment.
- Purchase and distribute approximately 166 GPS units for law enforcement.
- Modify state's database software to allow input of latitude/longitude data from crash report forms.
- Document the crash site identification process and identify ways to streamline it.

2007	2008	2009
Needs assessment completed	Purchase and begin using GPS equipment to document crash site location.	Continue gathering crash site data and modify software to extract crash location from database.

Corrective Action(s) Met: N/A

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V. Appendices

Appendix 1: ATRCC FFY10, 408 Project Evaluation Form

	Available Points
Does the project meet the ATRCC long-term program in terms of goals and objectives?	10
Does the project help fulfill one of the existing ATRCC Strategic Plan Recommendations? Did the requestor state so in the application? How well will the project address that recommendation?	15
Is this a necessity, something we must do, or a mandate?	15
Does this project fit on the ATRCC's timeline? Is this project dependent upon something else being completed first?	-15 to +10
Is the project risky (in terms of feasibility, complexity, length of completion time, untested technology, agency has sufficient staff to dedicate to project)?	-15 to 0
Does the Implementation Plan demonstrate that the agency both understands the complexity of the project and has the capability to successfully complete the project?	10
Is the project efficient and give us good value (including increased agency efficiency, lower operating costs, improved timeliness)?	10
Is the project low in cost and easy to accomplish?	15
Is this a quality project? Is it beneficial (i.e. improve traffic records)? Is this project a good idea?	10
Will the project allow us to measure success on a Performance Measure thereby helping to secure future funding?	15
Total Score	110

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Appendix 2: ATRCC Project List

The following is a listing of Traffic Records projects approved by the ATRCC. The order of these projects in no way signifies priority.

Objective	Project Name	Agency	Target Begin Date	Target End Date	Funded	Fund Source	Status
Traffic Records System Management Component	Develop an Executive oversight Committee	DOT/CVE	N/A	N/A	N/A	State funds	**Completed**
Traffic Records System Management Component	Staff a Traffic Records Coordinator position	DOT/AHSO	10/1/2009	9/30/2010	$125,000 – $175,000	FFY10, 408 & 402	Planned
Traffic Records System Management Component	Complete a basic inventory of the core traffic records systems	DOT/AHSO	TBD	N/A	$0 - $5,000	FFY10, 408 & 402	Planned
Traffic Records System Management Component	Create a traffic safety resource guide	DOT/AHSO	TBD	N/A	$0 - $5,000	FFY10, 408 & 402	Planned
Traffic Records System Management Component	Provide system/systems that allow for user-friendly queries	DOT	TBD	TBD	TBD	TBD	Proposed
Traffic Records System Management Component	Consider Statewide assessment recommendations related to traffic records	DOT/AHSO	N/A	N/A	N/A	N/A	Proposed
Crash Data Component / Citation/Adjudication Component	Mobile Data Terminal Computer Purchase	DPS/AST	10/01/08	09/30/09	$435,000	FFY09, 410 & 154	**Active**
Crash Data Component	Traffic Records System Single Portal Pilot Project	DOT	10/01/08	09/30/09	$58,000	FFY09, 408	**Active**
Crash Data Component	12-200 Electronic Crash Data Entry Protocol& Data Entry Portal Project	DOT	10/01/08	09/30/09	$113,400	FFY09, 408	**Active**
Crash Data Component / Citation/Adjudication Component	Alaska State Troopers TraCS Pilot Project	DPS/AST	10/01/08	09/30/09	$150,000	FFY09, 154	**Active**
Crash Data Component / Citation/Adjudication Component	AACOP TraCS Project	AACOP	10/01/07	09/30/10	$137,078	FFY08 154 & FFY09 408	**Active**
Crash Data Component	12-200 Crash Form Training Project	DOT	10/01/08	9/30/09	$81,000	FFY09 408	**Active**
Crash Data Component	Commercial Vehicle Analysis and Reporting System (CVARS) - Phase 3	DOT/CVE	10/01/08	09/30/09	$75,000	FFY09 408	**Active**
Crash Data Component	Management and Storage of Electronic Crash Records	DOA/DMV	10/1/09	09/30/10	$170,440	FFY10 408 & State Match	Proposed

Objective	Project Name	Agency	Target Begin Date	Target End Date	Funded	Fund Source	Status
Roadway Data Component	Expand the use of the Highway Data Portal	DOT	10/01/08	09/30/11	$305,000	2007 STIP & 2011 Fed Ann. Work Program	Proposed
Roadway Data Component	Knik-Goose Bay Road Speed Information System	DOT	10/01/08	09/30/10	$40,000	FFY09 408	**Active**
Driver Data Component	Include CDL drivers' histories in all crash records	DOA/DMV	TBD	TBD	TBD	State funds	**Active**
Driver Data Component / Vehicle Data Component	Create a new vehicle database query system (ALVINA)	DOA/DMV	07/01/09	06/30/10	$10,000,000	State funds	Planned
Driver Data Component	Improve tracking of minor consuming offenses	DOA/DMV	N/A	N/A	None	N/A	Start-Up
Driver Data Component	Make crash reports to DMV timelier	DOA/DMV	10/01/09	09/30/11	$58,750	FMCSA	Planned
Driver Data Component	Improve timeliness of traffic conviction data in driver records	Court	10/01/09	09/30/11	Included in previous	FMCSA	**Active**
Driver Data Component	Electronic Insurance Verification	DOA/DMV	10/01/09	09/30/10	TBD	FMCSA	Proposed
Citation/Adjudication Component	Uniform Table of Offenses	MAJIC	07/01/08	06/30/09	$130,000	State funds	**Active**
Citation/Adjudication Component	Mandate the use of a Uniform traffic Citation form	DPS	10/01/09	09/30/10	TBD	FFY09 408	**Active**
Citation/Adjudication Component	Electronic filing of TraCS citations	DOT/DPS/AACOP/ TraCS Steering Committee	10/01/09	09/30/10	TBD	FFY09 408	**Active**
Statewide Injury Surveillance System (SWISS) Data Component	Alaska Crash Outcomes Pilot Project	H&SS	10/01/08	09/30/10	$193,290	FFY09 & FFY10, 408	**Active**
Statewide Injury Surveillance System (SWISS) Data Component	Produce, analyze and report on injury surveillance data annually	H&SS	TBD	TBD	$100,000	TBD	Proposed
Statewide Injury Surveillance System (SWISS) Data Component	Design and Implement an EMS data system (NEMSIS)	H&SS	TBD	TBD	TBD	TBD	**Active**
Statewide Injury Surveillance System (SWISS) Data Component	Trauma Registry Improvement Project	H&SS	TBD	TBD	TBD	State funds	**Active**
Statewide Injury Surveillance System (SWISS) Data Component	Demonstrate capabilities of the Automatic Crash Notification systems	EMS Optimization	11/06	02/09	$1,000,000	NHTSA Earmark	**Completed**

Objective	Project Name	Agency	Target Begin Date	Target End Date	Funded	Fund Source	Status
Statewide Injury Surveillance System (SWISS) Data Component	NEMSIS compatible Alaskan electronic data base for pre-hospital emergency care	EMS Optimization	Included in previous	Included in previous	Included in previous	Included in previous	**Completed**
Statewide Injury Surveillance System (SWISS) Data Component	Develop a Crash Outcome Data Evaluation System (CODES) for Alaska	EMS Optimization	Included in previous	Included in previous	Included in previous	Included in previous	**Completed**
Statewide Injury Surveillance System (SWISS) Data Component	Document digital cell phone signal strength on the main highway corridors of Alaska	EMS Optimization	Included in previous	Included in previous	Included in previous	Included in previous	**Completed**
Statewide Injury Surveillance System (SWISS) Data Component	Document lat/long of crash location on the main highway corridors of Alaska	EMS Optimization	Included in previous	Included in previous	Included in previous	Included in previous	**Completed**
Traffic Records System Management Component	Include MPOs and Local Jurisdictions in the ATRCC	ATRCC	N/A	N/A	None	State funds	**Completed**
Vehicle Data Component	Revise the 12-200 crash form	DOT	N/A	N/A	$29,696	FMCSA	Cancelled
Vehicle Data Component	Continue implementation of Fast-FARS	DOT	N/A	N/A	None	FARS	**Completed**
Vehicle Data Component	Explore and implement electronic data collection and data transfer procedures	DOT	10/01/08	09/30/09	$300,480	FMCSA, FFY09 402, & State match	**Completed**
Vehicle Data Component	Revise AS 28.35.080: law enforcement has the primary responsibility for crash investigation	DPS / AST	10/01/08	09/30/09	None	None	Cancelled

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Appendix 3: Abbreviations and Acronyms

The following is a list of Abbreviations and Acronyms used in this document, and by the National Highway Traffic Safety Administration.

AAAM	Association for the Advancement of Automotive Medicine
AACOP	Alaska Association of Chiefs of Police
AACN	Advanced Automatic Crash Notification
AAMVA	American Association of Motor Vehicle Administrators
AASHTO	American Association of State Highway and Transportation Officials
ACN	Automatic Crash Notification
ACS	American College of Surgeons
AHSO	Alaska Highway Safety Office
AIPC	Alaska Injury Prevention Center
AIS	Abbreviated Injury Score
AKEMSO	Rural Alaska EMS Optimization Project
ALVIN	Alaska License Vehicle Information Network
ANSI	American National Standards Institute
AST	Alaska State Troopers
ATSIP	Association of Transportation Safety Information Professionals
ATRCC	Alaska Traffic Records Coordinating Committee
AUTO	Alaska Uniform Table of Offenses
BAC	Blood Alcohol Concentration
BPEVR	Business Partner Electronic Vehicle Registration
CDC	Center for Disease Control
CDL	Commercial Driver License
CDLIS	Commercial Driver License Information System
CODES	Crash Outcome Data Evaluation System
CSG	Collaborative Statewide Governance group
CUBRC	Calspan-University of Buffalo Research Center
CVARS	Commercial Vehicle Analysis Reporting System
DH&SS	Department of Health and Social Services
DMV	Department of Motor Vehicles
DOT	Department of Transportation
DOT&PF	Department of Transportation and Public Facilities

DUI	Driving Under the Influence
ED	Emergency Department
EMS	Emergency Medical Service
EMSC	Emergency Medical Services Corporation
EOC	Executive Oversight Committee
ETS	Enterprise Technology System
FARS	Fatality Analysis Reporting System
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GES	General Estimates System
GIS	Geographic Information System
GJXDM	Global Justice XML Data Model
GPS	Global Positioning System
HAS	Highway Analysis System
HPMS	Highway Performance Monitoring System
HRSA	Health Resources and Services Administration
ICD	Injury Coding System
IRP	International Registration Plan
ISS	Injury Surveillance Score
ITS	Intelligent Transportation System
LEIN	Law Enforcement Information Network
MAJIC	Multi-Agency Justice Integration Consortium
MCMIS	Motor Carrier Management Information System
MMUCC	Model Minimum Uniform Crash Criteria
MOU	Memorandum of Understanding
MSCVE	Measurement Standards and Commercial Vehicle Enforcement
NCIC	National Crime Information Center
NCSC	National Center for State Courts
NDR	National Driver Registry
NEMSIS	National Emergency Medical Service Information System
NGA	National Governor's Association
NHTSA	National Highway Traffic Safety Administration
NIBRS	National Incident-Based Reporting System

NIOSH	National Institute for Occupational Safety and Health
NLETS	National Law Enforcement Telecommunication System
NMVTIS	National Motor Vehicle Title Information System
PDPS	Problem Driver Pointer System
RTS	Revised Trauma Score
SHSP	Strategic Highway Safety Plan
STIP	Statewide Transportation Improvement Program
SWISS	Statewide Injury Surveillance System
TCD	Traffic Control Devices
TraCS	Traffic and Criminal Software
TRCC	Traffic Records Coordinating Committee
TRS	Traffic Records System
UCR	Uniform Crime Reporting
VIN	Vehicle Identification Number
VMT	Vehicle Miles Traveled

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